

Triumph Mayflower Club



AUTUMN ISSUE 2013 No. 146



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

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*Please note that from 1st October 2012 Brian Redshaw will be taking on the office of New Spares Secretary and so will be responsible for all spare parts
Please check Flower Power or the club's website for any updates with regard to this changeover*

When writing to a committee member and you require a reply, please enclose a Stamped Addressed Envelope. Please note that all the above committee members fulfil their positions in their spare time and not as a full-time occupation, so when contacting them other than by letter, please ensure that you choose a reasonable time of day

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Cover: Bernard Long's Mayflower back in its place after the Historic Vehicle Run. Yes it is between two Rolls Royces. Yes the biggest and best picnic is happening behind his car!

The information contained within Flower Power is the view of the writers and not necessarily those of the editor or the Mayflower Owners Club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the members own risk and neither the club nor any individual shall in any way be liable for injury, loss or damage resulting directly from the use of such information.

ANNUAL GENERAL MEETING

The Triumph Mayflower Club Annual General Meeting will be held on Sunday, March 23, 2014 at the Holiday Inn in Tempus Way, Walsall WS2 8TJ West Midlands at 2.00 pm (room available from 1 pm). This is the venue we used last year. The location is superb being almost immediately off the M6 at Junction 10. All members are welcome to attend and to have a say and indeed it would be great if anyone felt they could volunteer a little help in the running of the club. This is your opportunity to come along and say so. The committee, as is usual, will offer there positions for re-election and any new nominations or offers to stand again for positions are taken on the day without too much formality. If necessary a vote is taken to satisfy our constitution.

SUNDAY 23rd MARCH 2014

**Holiday Inn, Tempus Way
Walsall WS2 8TJ at 2.00 pm**

Editorial

Dear club members,

I am writing this Editorial on a campsite in the very lovely village Les Adrets de L'Esterel in the south of France. To be honest I don't exactly know what will be in this magazine because I don't have a computer with me on holiday, just an iPad.

John Gogay was very helpful and took over my "job" during my holiday. Many thanks John!

I went on holiday with a camper and a car trailer, I had the intention of bringing the Mayflower with me on the trailer, but it started misfiring just before we were due to leave, so I took the classic Mini instead, great fun on the small mountain roads here though a bit small for me, my wife and two sons.

So after my holiday it is time for some work on the Mayflower, and to be honest, after the restoration, already 20 years ago, it still looks perfect and never let me down once until recently.

To be honest I did not finish all the tiny details 20 years ago with the intention to fix up the last things right after the first MoT.

Well 20 years on and I have not fixed anything. By misfiring the Mayflower probably wants to tell me that the time has come to finish what I started 20 years ago.

I will do just that during the last few warm months of this year. I'll keep you posted! And if you recognise this, please write down your own story as well.

Many thanks for all the positive reactions that I received on the last few magazines. Hopefully you will enjoy this magazine as well. Please keep on writing down your own stories as well. The quality of this magazine totally depends on your input.

Very best regards,

Nico ten Wolde

Copy dates

Copy deadlines to send your articles for the next editions of *Flower Power* are December 1 2013, March 1 2014 and June 1. All correspondence should be sent to Nico ten Wolde by post or by e-mail in English, German, French or Dutch.

Welcome

On behalf of the club welcome and happy Mayflowering to our new members:

1168
1169

Due to the new data protection regulations (GDPR), this item is not currently available.

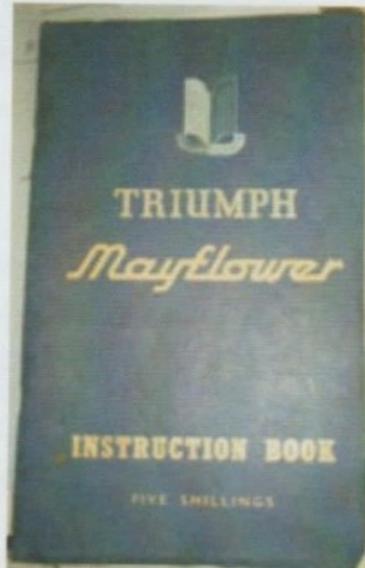
TRIUMPH MAYFLOWER FOR SALE

Former member Paul Gillespie is wanting to sell his Triumph Mayflower to a good home. The car is Cotman Grey and has been dry stored for many years. Body condition very good. All parts there but engine is out of the car. Car is in Sligo, Ireland.

Paul can be contacted on (00353) 871337315

If you have an e-mail address and wish to receive club updates electronically please send your email address to John Oaker at johnchoaker@btinternet.com

Instruction Handbook



Copy of the original Handbook

Priced at £8.00

(Part No. TMC 152)

Available from the Spares Secretary

Letters

Rebound cables

Hello Nico,

Great summer edition of the *Flower Power* newsletter. In reference to Russ Hoenig's article about the rebound cables, I found mine to be totally corroded away on my restoration.

I only had the anchor couplings and some wire strands to work from and took the parts to a local wire rope company who made up two new copies.

The Lady May has always operated with these cables installed and I was told the purpose was to prevent the front suspension from over extending if by chance it left the roads surface.

I would be interested in knowing if Russ notices a reduction in the cars rolling during a turn, now that the cables have been installed. I cannot make such a comparison.

Just curious . . . Again a bang up job on the little magazine.

Cheers
Larry Spouler
Canadian member

Colour survey

Dear Nico,

Would you be willing to survey Mayflower Club members to learn the right colour and source of grey paint for those of us who are painting our cars.

One of these days I will paint the Mayflower I now have . . . grey or black, and I could use some help from the Mayflower Club roster to find the right colour.

What brings this to mind is the great photo of a grey Mayflower on page 3 in the Autumn 2012 issue of *Flower Power* submitted by Gerry.

The one I owned in the 1960s may have been painted with a mop a grungy, oxidized reddish primer colour. But that could have been a factory paint colour after 10 years of outside service in the salt air on the Eastern Shore of Maryland.

The colour black is no problem. Black is black, though many recent blacks have added accessory features like midnight black or metallic black.

Finding the right grey, though, is a more complicated problem. The grey selected for my first Mayflower was a Jaguar grey in lacquer. And if I remember correctly, it had a slight tint of blue under certain conditions in the light. But one cannot go back 50 years in the paint charts.

Everything has changed, however I still feel drawn to lacquer or now maybe a urethane. Base coat, clear coat would also work, but experience tells me that listening to others is a better route to finding the right colour and composition grey than going it alone.

So what I need are the colours of grey and paint composition of Mayflowers painted in the recent past. Knowing which cars were selected as models would also help since I could look around and find one.

Experience with the product and procedure would be helpful as well.

Thank you for your valuable service to the Mayflower community.

Jim Sullivan
6 Tabouring Lane
Carbondale, IL 62902, USA
E-mail: Jas1@siu.edu

NUMBER PLATE LIGHT



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From the Spares Secretary

Ripon Rally report

By Chad Brown

WITH THOUGHTS IN my mind about Mohamed and the mountain, following our poor turnout of Mayflowers at the National Rally, I decided to venture north to the 19th Ripon Classic Car Gathering in July.

As it turned out we had the same number in attendance, that is three but more about that later. Following the trials and tribulations of Little Nell I set off keeping a constant watch for RAC and AA breakdown vehicles but more about that later.

Leaving at 8.15 am heading north for Bedale where my niece and family have residence. As my niece and her husband were at work in the day I told them to expect me sometime in the late evening and not to wait for the evening meal.

Travelling on back roads at a steady 50 mph I reached Leeming Bar services (now not on the motorway) for lunch at about 2.00 pm and a read in their car park!

Sunday with an uncertain forecast I set off for Ripon Racecourse to join Peter Benfield at the specially allotted area for the Triumph



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These have to be purchased by the club in large quantities to keep the cost down so please help club finances by ordering one for a spare from the Spares Secretary

Mayflower Club. Originally space enough for 10 cars but I think that's been reduced over the years and we would have had to expand if that number turned up.

We were pleased to be joined by Mike Clement from Goole, last seen at the Star 90

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gathering at Gaydon and Robert Hustwick with his son Adam from Keithly. Adam is a keen young man and destined, so Peter hopes, to be an enthusiastic future member.

I am sorry that there were not more Mayflowers there on what turned out to be a decent, warm and dry day but special mention must be made of Alan Kormes who developed



problems that morning on leaving his garage with both his Triumph Renown and the Mayflower that had a broken flexible oil pipe.

I understand he and his wife are regular supporters so he was with us in spirit no doubt. I am enthusiastic about this huge event that offers so much to classic vehicle lovers.

The organisers boasted that there would be 800 vehicles but I think the number was more

like 600 and we were one of the one-make privileged group to have our own area.

Much interest was shown in our cars and Peter Benson's Sunbeam Talbot and within our small group I sold £32 worth of regalia. It was a huge rally with something for everyone, vintage caravans and commercials, autojumble, first-class children's entertainers and a well stocked and reasonably priced catering facility.

Also in the afternoon, bringing tears to my eyes, a brilliant fly past of a Spitfire returning from Sunderland Air Show. Well worth the 407 miles clocked up by Little Nell and it made me wonder whether this should be the focus of our annual rally because there is so much to be seen.

I also do believe that we must make effort in the future to advertise and encourage our Mayflower owners to make the effort once per year and they should be rewarded with regalia and some parts available for sale on the day.

Next year will be the 20th and I would love to be able to fill that special Mayflower area and I am sure the tradition built up by our Life President, Peter Benfield, must continue and expand.

So please make a note in your diary for next year and let's make it a great day out.



Sent to Coventry

by John Oaker

THE ENTRY PACKAGE arrived - details on opening Sunday, 25th August, 2013, Coventry Festival of Motoring, Stoneleigh Park, large yellow A5-size ticket reading "Triumph Mayflower" in large capital letters.

After a quick 20 minutes of trying to encourage my Mayflower to start, no dice. A fully charged battery, a new tax disc, a look under the bonnet, actions from a random neighbour, magic words, still no dice.

He/she/it had the look of "you don't trust me". I closed the garage doors. I would return another day with implements of torture, someone who could use them and fix you real good.

The 25th arrived, the white Beetle came off the substitutes bench, Jan and I set off to Stoneleigh. We arrived just as the 400 plus cars that were taking part in the Historic Vehicle Run were starting to move off.

We found the Triumph Mayflower Club gazebo and watched the cavalcade, including Bernard Long's two-tone car, MYM 359, pass by.

It was good to see John Castle and Chad Brown and their grey Mayflowers in such a good position representing our club.

There were many other car clubs around some, representing different parts of the country, some representing different makes of car manufacturer, and some representing individual car marques. There were also many classic cars parked and the 400 plus from the run making around 1,000 vehicles to see.

Many visitors came to look at John and Chad's cars and read their cars' history. The lady with the biggest smile that I had seen for ages with the story of a car like that being her first boyfriend's first car.

She remembered bench front seats and column change. They "haven't seen one of these for years" etc statements and questions made being around the cars worthwhile.

Made in Coventry

A reporter from the *Coventry Evening Telegraph* picked up the "made in Coventry" words from Chad's car biography. He wrote lots of information in his notebook in shorthand. Squiggle, mark, blotch, squiggle 34000, dot, squiggle, 500+ it read. He got his facts right!

By the end of the day club stand visitors were asked to choose a car to take home, mmmm,

continued on Page 11



Club stand at Coventry Festival of Motoring 2013

Quarterlights

Hi,

The attached PDF article was originally published in *Flower Power* No: 63 in Spring 1992.

Woolies still have the R219 on their website catalogue at £2.50 per metre plus postage. Their contact details etc can be obtained on the internet at <http://www.woolies-trim.co.uk/>

East Kent Trim Supplies say the 1455J is an old Jaguar seal.

They have checked but no longer have supplies of this and can no longer obtain it.

I have e-mailed the Jaguar Owners Club to see if they can identify an alternative supplier. Perhaps an updated article is worth printing or putting on the web site.

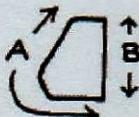
*Kind Regards
Phil Benson*

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TECH TIPS: Repairs to quarterlight vent rubbers

Flowers in hot climates often suffer from cracked, broken or just hard vent rubbers. The following is suggested as a means for repair which, if not to concours standard, is perfectly satisfactory in performance and appearance. I have only had to repair the front vents but there is no reason why the rear should not be similar.

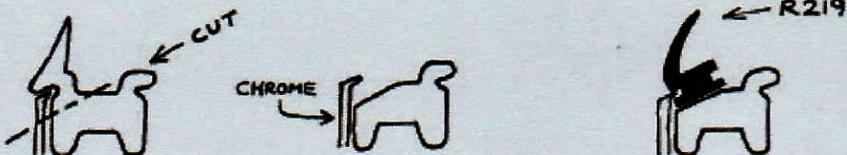
There are two different rubber sections required, one for the front and bottom of the vent, and the other for the rear next to the main window:



You need a sharp Stanley knife.

The "B" section is simple. East Kent Trim Supplies can provide a rubber seal 1455J (catalogue p.13) which is not an exact replacement but which will fit perfectly. You need 3 feet to do two front vents, and if the old rubber is carefully removed (one of mine just fell out!) and the slot carefully cleaned with a screwdriver, the new rubber is an easy fit. No glue is necessary.

The "A" sections are more complicated, but are not too difficult if you can manage a steady hand and a steady eye. As far as I know the correct rubber section is not available, but the trick is to buy from Woolies (a) 3 feet of their rubber seal R219 (catalogue p.16) and (b) a 3g tube of Loctite Super Glue (again p.16). The first step is to cut away the old exposed "flap" from inside the chromium slot, leaving the rest of the existing rubber as a base onto which you can glue the new rubber, thus:



The next step is to cut the length of new rubber required for each part, making sure it fits. The final step is to smear a little Super Glue (with extreme care!) on the cut, exposed, face of the old rubber still in the slot, and then carefully and firmly press the new rubber down onto it. To help you do this you will find that the new rubber can be eased up first and will hold by friction long enough for you to squeeze the glue between it and the old rubber:



There is enough clearance between the moveable vent glass and the fixed surround to allow the glass to close over the new rubber. If tight, just trim with the knife.

My first national rally

by Chad Brown, Rally Secretary

HELD BY courtesy of the Triumph Roadster Club at Rockingham Castle on Sunday, June 23, 2013. A warm welcome and full co-operation from the club including an invitation to join them for a pre-rally dinner and overnight stay at The Three Swans at Market Harborough.

The rally field was just a really lovely setting for the meeting and an early decision by John Castle, Chairman, to erect our tent close to the Triumph Roadsters headquarters was the right one allowing for better integration.

That was the positive opening but the sad side was that I was the sole representative of our club at the dinner and it was a first class presentation of both the set up and the food.

The weather for the rally was cold, wet and windy. Erecting our tent would have been quite impossible without the good offices of our host club.

Unfortunately we only managed to have four Triumph Mayflowers present. An executive decision was made by the chairman and myself to abandon the presentation of the three best in show on account of this shortage.

In fact we had more cups than cars and this makes a nonsense of an award. However, we did make some well deserved presentations to



Paul Norton (462) from Bromsgrove who won the Concours for his immaculate Mayflower HTH 719 and John Albon (972) from Lancing, Sussex, who won the distance award.

John Castle (1091), our chairman from Hinkley deserved the back seat award as the only one who had made the effort displaying a very nice picnic set from the era of his car ODU 692.

I had the pleasure of making that presentation. The only other award was made to John Oaker (715) from Walsall for his many years of outstanding devotion to the



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Club as our General and Membership Secretary.

This was my first National Rally as secretary and only my second rally of the club. I am

grateful for the support and guidance of John Castle who did as I had asked and held my hand and as I am a member of the Gay Classic Car Group he wasn't offended at the request!



However, I can't hide my disappointment at the poor attendance and the fact alone that you have a rally secretary still wet behind the ears and wonder what this says about the future of the club.

Having seen in my short time the vibrancy of the Triumph Roadster Club and the Razor Edge Club I wonder for how long can we go it alone.

I certainly feel that all our future rallies should be held together with the Razor Edge Club where we naturally belong as the smaller version of the Razor Edge Saloon.

May be we should be looking towards a future of joining and working for a Mayflower section of the Razor Edge Club. I am sure our good editor of *Flower Power* would welcome a response to my thoughts in letter writing.



Get your pens out, or these days the computer, and tell me what you think of this suggestion or perhaps of me as long as its not too rude to publish!

Letters

Hamburg fire update

Hi,

My sister translated some of the web/newspaper reports from German into English for me as the "Google" translations were a bit hit and miss.

She teaches German and French to 11-16 year olds over here.

Regards
Phil Benson

Freighter fire extinguished in the harbour

A major incident for the Fire Service in Hamburg Harbour: on Wednesday evening, the fire-fighters were called out to a fire on a car transporter ship at the Oswald Quay. The flames were eventually put out on Thursday evening, we are informed by the Fire Service. The fire broke out on one deck of the 'Atlantic Cartier', where there were around 70 brand new cars.

200 Fire-fighters called out

At times up to 200 fire-fighters were involved in fighting the fire on the 276m long and 32m wide freighter. Special officers from Schleswig-Holstein and Niedersachsen supported their Hamburg colleagues (as reported by NDR 90.3). Assisted by three tugs and two fire boats, the outer plating of

the heavily smoking vessel was eventually cooled down. To be able to extinguish the fire, the fire-fighters had to unload some of the cargo. The freighter, originally from Gothenburg, was also loaded with containers near the vehicles, some of which contained dangerous materials. Only by Thursday morning were the flames from the ship no longer visible; around 50 fire-fighters were still involved though, finding and extinguishing smaller fires, and this lasted for several hours more.

Extent of the damage still unclear

Neither the cause of the fire, nor the extent of the damage are yet known. No-one was injured. It will be several days before the reason for the fire may be clear, said a Fire Service spokesperson.

WANTED
YOUR
CONTRIBUTION

Any stories about
Your Restoration
Your trip to a Rally
Your day out
Your Mayflower

Please send them to the Editor

LUCAS HEADLIGHT BOWL ASSEMBLY



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ONLY £28.00 EACH or £52.00 A PAIR**

continued from Page 6

me the Invicta steam roller or the 1938 white Triumph Dolomite or the red 1960 Ford Zephyr Convertible. I know which one the lady with the big smile would have chosen!

At Stoneleigh sometime between 2 o'clock and 3 o'clock John Castle, Chad Brown and

Myself were talking about Mayflower matters. The conversation included a discussion and idea about sharing future rallies.*

As a club it is important to keep our marque alive with the public and create opportunities where members can meet together to talk about their Triumph Mayflower.

***AS THIS IS AN IMPORTANT SUBJECT
THERE IS A LETTER FROM THE
MEMBERSHIP SECRETARY ON PAGE 16
THIS NEEDS A RESPONSE
FROM ALL UK MEMBERS**

The Annual Rally - this year without a Mayflower

by Phil Benson

THIS YEAR WE HAD to do the rally in a modern car having recently sold NTA 178

The weather was not too clever – windy and showery – which was such a shame after the long spell of good dry weather in May and early June.

The Mayflower Club rallied with the Triumph Roadster Club this year. The venue, Rockingham Castle, lies between the towns of Oakham and Market Harborough, pretty well in the centre of England.

It is deep in the heart of the country and the area played quite a part in the English Civil War. The Battlefields of Naseby and Bosworth are not too far away and there was even a skirmish at the castle itself.

There were only four Mayflowers in attendance on the day, but there were almost

30 Triumph Roadsters and a scattering of other classic cars to give us plenty to look at.

I undertook the judging of the Mayflowers in conjunction with John Oaker and Judith Barnsley, Malcolm's other half. It took less time than we would have liked to spend as a result of a short sharp downpour from a shower of rain that hustled us along.

Paul Norton's black car deservedly won "Best presented" car on the day. It features white wall tyres and shiny chrome headlamp peaks which certainly make it stand out.

The prize was not won without fending off some very strong competition from all three other Mayflowers present.

John and Barbara Albon had travelled up from Worthing for the weekend. They made a trip of 178 miles each way so they easily earned the prize for "Furthest travelled" this year.

The other three cars all came from the Midlands area. The Albon's car is in fantastic condition and is a nice shade of Jade Green and has a lovely and very original tan interior.

Our Chairman, John Castle, was presented with the award for the best "Backseat Memorabilia" display by Chad Brown our new Rally Secretary who had worked very hard on organising his part of the event.



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Both of their cars were there on the day and were also very nice Mayflowers, both resplendent in Cotman Grey.

Several other members were present without cars other than myself. These included Malcolm and Judy Barnsley, Ian Pike en route to take his daughter to Loughborough University, and John Oaker.

John was presented with the Chairman's Cup for his sterling work as our membership secretary and the unofficial car sales and purchases organiser for the club. A well deserved award for one of the unsung heroes in the club.

The Castle and Gardens were enjoyed by us all. "Come and see 800 years of History" it said on the sign as we approached. Started by the Normans in the 12th century and the last major changes were only finished in Victorian times.

Everyone working at the castle were very friendly and helped us to appreciate the venue. The rally field was very well kept grass and was nice and solid and easy to drive and walk over. The facilities, tea-rooms, toilets, shop etc were all of a good standard which helps.

All in all a great day out was enjoyed by us all.



John Oaker's splendid looking Volkswagen Beetle

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If you have not yet paid your subscription for the Year ending March 31 2014 please do so as soon as possible We have extended the period for payment until October 31 2013 If payment is not received by then no further access to spare parts will be available and no further copies of *Flower Power*

Please send your cheque for £25 to John Oaker

(US members may send \$43.00, made payable to John Gogay, who will pass it on)

American scrapyard find

High John (Oaker),

You don't know me, my name is Wayne and I live in Philadelphia, PA and I am a European car enthusiast as well.

I saw this car come up at a local scrapyard and did a quick Google search and found your Triumph club, I hate seeing antique cars like this go to scrap and wanted to try to let you know.

Personally I am into VWs. I was wondering if any of your members need parts as it looks pretty complete from this picture?

Its on Facebook, in a you-pull-it yard by my house. They will not pull anything for you (as far as I know but you're welcome to ask her) and they won't sell it whole (God knows how many times I have asked), but you can probably request pricing.

What I am offering is two things. One: just to let you know its there; and two, if you want something I can go and get it and ship it to you for cost and a few bucks for my time and



CONTACT SETS

£9.00 EACH

Both available from the Spares Secretary

wrenching, travel to the post office, Paypal fees, etc. I'm not looking to get rich, its more about the love of the hobby, I just don't want to lose any money.

If anyone is interested and have a club member local that can pull the parts for you, that's cool too, You don't have to contact me back even. I'm just happy to have let you know.

Here is the link to the place on Facebook and the picture:

<https://www.facebook.com/junkyardbarbie.picapart>

I am here:

<https://www.facebook.com/wayne.moore2>

FOR SALE

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**BLACK 1953
TRIUMPH MAYFLOWER**



Red interior, first registered May 1953 as KCJ 919, I have original registration document. Used until August 2012, currently on SORN, passed all recent MOTs without any problems (now exempt). New radiator fitted 2012 and rear brake wheel cylinders. Engine runs but needs tuning. Bodywork and interior require attention, floor is sound, all wax oiled in 2011. The car is located just south of Birmingham close to M42, Junc 3.

Offers around £1500.00

Contact:

David Phillips 01564 823563

E-mail: david.dj.phillips@talk21.com

FUTURE RALLY VENUE SURVEY

Dear Fellow Members,

A problem of a one marque club with 100 members in the UK is that its membership scattered all over the country.

Maybe your car is like mine and cannot be trusted on a long journey, maybe your car is under restoration, maybe the financial or time implications of a long journey from home are among reasons why numbers at rallies have dwindled over the last few years. Maybe it is the venues that we visit or the company that we keep.

We need to sort out the where and the when, the what and the how that our 2014 annual rally will take. We think that members need more notice of date and venue arrangements than they have had previously. Details will be made public in the winter *Flower Power*.

Some fixed dates where there will be a Mayflower Club presence have been sorted. The dates below are for your diary!

Sunday June 22 2014 Triumph Roadster Rally, Upton House, near Banbury
(Again the Roarster Club have invited us to be present with them at their rally)

Sunday July 27 2014 Ripon Classic Car Gathering, Ripon Race Course
(This has, over the years, become a well supported Triumph Mayflower Club Northern Rally. Peter Benfield is a regular club presence at this rally and Chad Brown attended this year.)

Sunday August 24 2014 Coventry Festival of Motoring at Stoneleigh Park

Other diary dates include:

Sunday October 27 2013 Restoration Show at Stoneleigh
(Either John Castle or Paul Norton will have their Mayflower sharing an area with the Triumph Roadster and Triumph Renown Clubs)

One of these dates could become our 2014 annual rally, if you have a particular choice or any views please **let us know**.

We would like feedback and ideas from fellow members. We would like to continue a diary of events in *Flower Power*.

If you and your Mayflower are booked into any rallies for 2014 we would appreciate knowing about where and when in order to share this information with others via *Flower Power*.

We would also like feedback and your thoughts about our Triumph Mayflower Club Annual Rally 2014.

We are asking that any such diary additions, suggestions and ideas be sent to either Chad Brown esperkymba@yahoo.co.uk or John Oaker johnchoaker@btinternet.com or via the telephone numbers found in *Flower Power*.

Thank you

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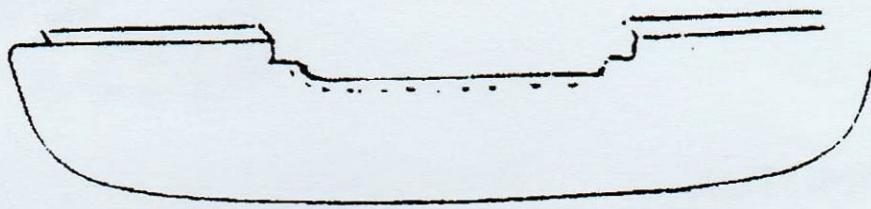
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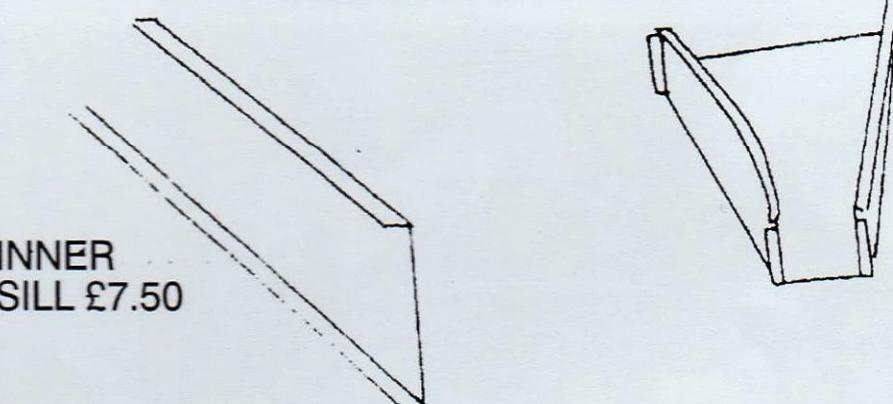
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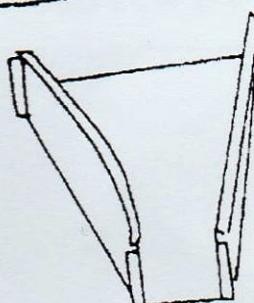
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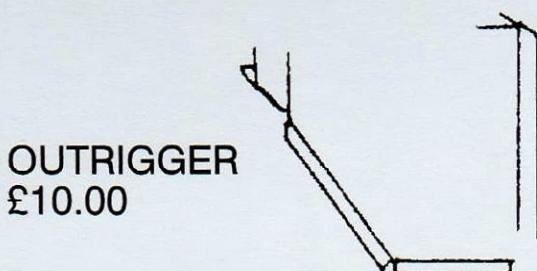
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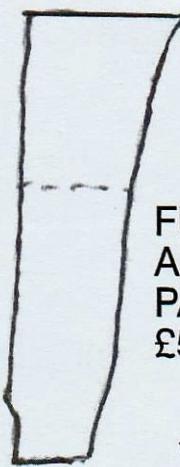


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